

AMENDMENT OF SOLICITATION/MODIFICATION OF CONTRACT				1. CONTRACT ID CODE	PAGE OF PAGES 1 2
2. AMENDMENT/MODIFICATION NO. 0002	3. EFFECTIVE DATE 15-Jun-2011	4. REQUISITION/PURCHASE REQ. NO.	5. PROJECT NO. (If applicable)		
6. ISSUED BY AFGHANISTAN DISTRICT SOUTH (AES) US ARMY CORPS OF ENGINEERS APO AE 09355	CODE W5J9LE	7. ADMINISTERED BY (If other than item 6) CODE <div style="text-align: center; font-weight: bold;">See Item 6</div>			
8. NAME AND ADDRESS OF CONTRACTOR (No., Street, County, State and Zip Code)		<input checked="" type="checkbox"/> 9A. AMENDMENT OF SOLICITATION NO. W5J9LE-11-T-0012	<input checked="" type="checkbox"/> 9B. DATED (SEE ITEM 11) 27-May-2011		
		10A. MOD. OF CONTRACT/ORDER NO.			
		10B. DATED (SEE ITEM 13)			
CODE		FACILITY CODE			
11. THIS ITEM ONLY APPLIES TO AMENDMENTS OF SOLICITATIONS					
<input checked="" type="checkbox"/> The above numbered solicitation is amended as set forth in Item 14. The hour and date specified for receipt of Offer <input checked="" type="checkbox"/> is extended. <input type="checkbox"/> is not extended.					
Offer must acknowledge receipt of this amendment prior to the hour and date specified in the solicitation or as amended by one of the following methods: (a) By completing Items 8 and 15, and returning <u>1</u> copies of the amendment; (b) By acknowledging receipt of this amendment on each copy of the offer submitted; or (c) By separate letter or telegram which includes a reference to the solicitation and amendment numbers. FAILURE OF YOUR ACKNOWLEDGMENT TO BE RECEIVED AT THE PLACE DESIGNATED FOR THE RECEIPT OF OFFERS PRIOR TO THE HOUR AND DATE SPECIFIED MAY RESULT IN REJECTION OF YOUR OFFER. If by virtue of this amendment you desire to change an offer already submitted, such change may be made by telegram or letter, provided each telegram or letter makes reference to the solicitation and this amendment, and is received prior to the opening hour and date specified.					
12. ACCOUNTING AND APPROPRIATION DATA (If required)					
13. THIS ITEM APPLIES ONLY TO MODIFICATIONS OF CONTRACTS/ORDERS. IT MODIFIES THE CONTRACT/ORDER NO. AS DESCRIBED IN ITEM 14.					
A. THIS CHANGE ORDER IS ISSUED PURSUANT TO: (Specify authority) THE CHANGES SET FORTH IN ITEM 14 ARE MADE IN THE CONTRACT ORDER NO. IN ITEM 10A.					
B. THE ABOVE NUMBERED CONTRACT/ORDER IS MODIFIED TO REFLECT THE ADMINISTRATIVE CHANGES (such as changes in paying office, appropriation date, etc.) SET FORTH IN ITEM 14, PURSUANT TO THE AUTHORITY OF FAR 43.103(B).					
C. THIS SUPPLEMENTAL AGREEMENT IS ENTERED INTO PURSUANT TO AUTHORITY OF:					
D. OTHER (Specify type of modification and authority)					
E. IMPORTANT: Contractor <input type="checkbox"/> is not, <input type="checkbox"/> is required to sign this document and return _____ copies to the issuing office.					
14. DESCRIPTION OF AMENDMENT/MODIFICATION (Organized by UCF section headings, including solicitation/contract subject matter where feasible.)					
Amendment 0001, dated 10 June 2011 is hereby deleted in its entirety.					
Receipt of proposals to RFQ No. W5J9LE-11-T-0012 is revised to read 20 June 2011, 5:00 PM local Afghanistan time. Proposals shall be emailed to the following website: TAS.CONTRACTING@usace.army.mil. A second copy of the proposal shall be emailed to: Celia.E.Cockburn@usace.army.mil.					
See Continuation Pages...					
Except as provided herein, all terms and conditions of the document referenced in Item 9A or 10A, as heretofore changed, remains unchanged and in full force and effect.					
15A. NAME AND TITLE OF SIGNER (Type or print)			16A. NAME AND TITLE OF CONTRACTING OFFICER (Type or print)		
			TEL: EMAIL:		
15B. CONTRACTOR/OFFEROR	15C. DATE SIGNED	16B. UNITED STATES OF AMERICA		16C. DATE SIGNED	
(Signature of person authorized to sign)		BY		15-Jun-2011	
		(Signature of Contracting Officer)			

SECTION SF 30 BLOCK 14 CONTINUATION SHEET

SUMMARY OF CHANGES

Sections B and C in this Request For Quote (RFQ) is hereby deleted in its entirety. The following is substituted for those sections previously identified as Sections B and C:

1. PURCHASE LIMITATIONS:

BPA Master Dollar Limit: \$1,000,000.00

BPA Call Limit: \$20,000.00

2. PERIOD OF PERFORMANCE:

Period of Performance: Twenty – Four (24) months

3. DIRECTIONS FOR SUBMITTING PROPOSALS

E-MAILED PROPOSALS TO THE FOLLOWING WEBSITE:
TAS.CONTRACTING @USACE.ARMY.MIL

Proposal due date and time: **20 JUNE 2011, 5:00 PM local Afghanistan time.**

4. EVALUATION:

a. Offerors shall submit firm-fixed-prices per the attached Bid Schedule **for each flight leg where they intend to provide at least weekly flight service without reliance in this BPA.** Price will be the sole evaluation factor. The Government may issue Blanket Purchase Agreements (BPAs) to one or more of the offers based on price. The Government will evaluate the price proposal to determine whether the price is fair and reasonable. It will also be analyzed to determine whether it reflects a clear understanding of the solicitation requirements. Guidance provided in the attached 31 March 2011 letter from USCENCOM, subject: Approved Airfields/Carriers for Individually Ticketed travel within the USCENCOM Area of Responsibility will also be considered.

b. One or more Blanket Purchase Agreements (BPAs) may be awarded under this RFQ. All costs associated with this agreement (i.e. security, insurance, life support, and fuel, etc.) shall be included in the per passenger price provided in the Bid Schedule.

5. ACCEPTANCE PERIOD: The Government requires a minimum acceptance period of 60 days after receipt of proposals in which to issue one or more BPA's.

6. DBA INSURANCE is hereby deleted in its entirety.

END OF SECTION

REVISED - PERFORMANCE WORK STATEMENT
Air Transportation Passenger Services within Afghanistan

Version 1.2

1.0

GENERAL

1.1 It is the intention of the Government to issue one or more Blanket Purchase Agreements (BPAs) to air service carriers who demonstrate they are capable of providing safe passenger air transportation for the U.S. Army Corps of Engineers, Afghanistan Engineer South District (AES) personnel within the area of operation as identified throughout this document. Per FAR 13.303-3 (1), the supplier shall furnish the services, as stated in this BPA, if and when requested by the Contracting officer (or the authorized representative of the contracting officer) during the specified period described within this BPA. The Government is obligated only to the extent of authorized purchases made under the BPA.

1.2 This Performance Work Statement sets forth the general requirements for providing air transportation services for AES to locations within Afghanistan for authorized individuals at the applicable tariff rates outlined in the Bid Schedule. **Air Service contractors should provide firm-fixed prices for only those flight legs for which flight service will be provided at least once a week, without reliance on this BPA.** The prices in the Bid Schedule represent the price of operating the flights. It is estimated that between 10 and 50 AES passengers will require flights per week; however, Contractors are not guaranteed a specific number of tasking (call orders) under this BPA. The Contractor shall act as an independent Contractor and not as an agent of the U.S. Government and shall, in accordance with the terms and conditions of the agreement, furnish all labor and supervisory management required for the performance of the work. It shall be the responsibility of the Contractor that all personnel are capable of receiving the appropriate identification documents for access to required areas at their respective sites and appropriate security levels.

1.3 The Contractor shall maintain at all times the confidentiality of propriety information pertaining to other Contractors, service providers, or Contractor Firms with whom its employees come into contact during the course of their performance of work pertaining to this agreement as the result of working in proximity to such information. All Contractor employees shall be required to maintain the security and confidentiality of all information that directly or indirectly comes into their possession or attention on a strict operational need-to-know basis.

1.4 The Contractor shall maintain and preserve all records and information, whether in electronic, audio, video, or paper format that is directly or indirectly generated during performance of its work in regard to this agreement in an orderly and readily accessible manner as per Section I, DFARS 252.227-13 Rights in Technical Data-Noncommercial Items (Nov 1995).

2.0 DEFINITIONS

2.1 CONTRACTOR. Contractor and its subcontractors at any tier.

2.2 CONTRACTING OFFICER'S REPRESENTATIVE (COR). An appointed USG employee of the Contracting Officer authorized to administer the terms of the BPA.

2.3 AES Personnel. Referenced as "personnel" for which services are being rendered.

2.4 AES. Reference to the Afghanistan Engineer District South headquartered in Kandahar Air Field (KAF) with offices throughout southern Afghanistan.

2.5 SCHEDULED MAINTENANCE. Periodic prescribed inspections or servicing of aircraft or equipment, accomplished on a calendar, mileage or flight-hour basis.

2.6 UNSCHEDULED MAINTENANCE. Maintenance that is not scheduled but is required to correct deficiencies and to restore the aircraft or equipment to a serviceable condition.

3.0 SERVICES TO BE PERFORMED

3.1. The Contractor shall provide safe, operable, clean aircraft and associated services for air transportation service between the locations within Afghanistan as identified in the Bid Schedule. The contractor is required to provide documentation to determine compliance with attached USCENCOM memorandum dated 31 March 2011, Approved Airfields/Carriers for Individually Ticketed Travel within the USCENCOM Area of Responsibility (AOR).

3.2. All charges will be generated once the passenger has completed travel. The contractor shall provide a detailed description of the usage and charges to AED- South on a monthly basis.

3.3. Bookings made by the Government may be subject to cancellation at any time by the Contractor due to weather, unscheduled maintenance, emerging security threats and/or other operational factors. In such cases, there will be no charge to the Government. AED-South will be charged the full ticket price if a cancellation request is not submitted to the Contractor 72 hours prior to departure.

3.4. POINTS OF CONTACT. The Contractor shall provide a point of contact within his/her company, fluent in English, to interface with the Contracting Officer or Contracting Officer Representative (COR) on issues concerning transport. Names, business address, phone numbers, email address, and hours of operation are the minimum information requirements. Contractor shall provide 24-hour contact number and email address.

3.6. INSURANCE. Contractor shall carry insurance as the Contractor is responsible to cover the price for replacement or repair of aircraft lost, stolen, damaged, or destroyed due to criminal acts, natural acts (commonly called acts of God), or hostile acts. The Government is not liable for claims generating from any of the above.

3.7. MOVEMENT ITINERARY. AES COR will submit a Movement Itinerary generally at least 96 hours prior to departure.

3.8. INVOICES AND BILLING.

Per FAR 13.303-3(6)(i), a summary invoice shall be submitted at least monthly or upon expiration of this BPA, whichever occurs first, for all deliveries made during a billing period, identifying the delivery tickets covered therein, stating their total dollar value, and supported by receipt copies of the delivery ticket. Contractor shall provide monthly itemized invoices to include:

- a. BPA Number/ Call Order Number
- b. Passenger Name
- c. Itinerary
- d. Date of flight
- e. Price of flight in U S Dollars
- f. Additional charges for cancellations, no-show's and excess baggage if applicable. No charges shall be incurred for common errors, such as name changes, misspellings or correction of dates of travel.

3.9. BOOKING AVAILABILITY. Booking/ticketing agents shall be available to the Government so that tickets may be purchased 24 hours daily.

3.10. ADDITIONAL ROUTES. Additional routes may be added on an as-needed basis throughout the term of the BPA.

3.11. SUBMITTAL OF PROPOSALS. Contractors shall include the following in their proposal:

a. A minimum of one (1) of the below listed certifications:

1. Civil Aviation Authority (CAA)
2. US Federal Aviation Authority (FAA)
3. United Nations International Civil Aviation Organization (ICAO)

b. If foreign carrier, documentation of Category status, per attached USCENCOM memorandum dated 31 March 2011, Approved Airfields/Carriers for Individually Ticketed Travel within the USCENCOM Area of Responsibility (AOR).

c. Schedule of operation for booking/ticketing agents, and methods of contact.

d. Baggage limitations and weight restrictions.

e. Completed Bid Schedule – Firm-Fixed-Prices per flight leg (either direction) for legs where at least weekly service will be provided.

3.12. SAFETY. The Contractor shall maintain a Civil Aviation Authority (CAA) or U.S. Federal Aviation (FAA) certificate that complies with the United Nations International Civil Aviation Organization (ICAO) standards during the term of the BPA.

3.12.1 The contractor shall be obligated to comply with generally accepted standards of airmanship, training, and maintenance practices and procedures. The cleanliness and orderliness of an aircraft (including the visible components and surfaces thereof) affect the ability to inspect an aircraft, and may be valid indicators of the overall maintenance level of an aircraft, and may have a direct effect on the security and confidence of passengers. Therefore, contractor's failure to keep and maintain all such components and surfaces of the aircraft used in performance of this contract clean, orderly, and in good state of repair may be deemed a failure to comply with generally accepted standards of maintenance to the extent the failure goes beyond mere cosmetic or housekeeping deficiencies and relates in some manner to confidence in the safety, maintenance, or airworthiness of the aircraft.

3.12.2 Should the government determine that any of the following conditions exist; it may suspend or place in temporary nonuse status contractor's further performance of air transportation services on behalf of USACE - AES:

- a. The Contractor's failure to meet any of the obligations imposed by the preceding two paragraphs.
- b. Involvement of one of the contractor's aircraft in a serious or fatal accident, incident, or operational occurrence (regardless of whether or not such aircraft is being used in the performance of this contract.
- c. Any other conditions that affects the safe operation of contractor's flights hereunder.

3.12.3 Notice of Accidents. When a Contractor's aircraft is involved in an accident or incident, as described above, in support of this agreement, the Contractor shall notify the COR by the most expeditious means available.

3.13. Most Favored Customer Prices. The prices in this BPA shall be at least as low as the prices provided to any other customer. If at any time prices become lower than the prices in this BPA, this BPA will be modified to include the lower price.

4.0 BPA CALL PROCEDURES

- a. Only individuals identified as authorized callers may book flights (place a call) against this BPA, and only to the extent of the dollar limitation indicated. Flights

will be booked through an online website booking system, e-mail, telephonically or in person.

- b. Each call or flight that is booked will generate an initial itinerary with a locator number. Each itinerary and subsequent invoice shall reference the locator number associated.
- c. AED- South authorized callers and contractor will keep a record of itineraries for each call or flight booked. Callers will keep a register of all flights booked (Call Register), identifying the following:
 - (1) Vendor Name
 - (2) BPA Number
 - (3) Date of Call
 - (4) Locator Number
 - (5) Description of Services ordered
 - (6) Total dollar value
 - (7) Funding source (reference PR&C and/or line of accounting)
- d. Timeliness of Deliveries: Calls or bookings will be placed within 72 hours prior to a planned flight. Contractor shall confirm flights 12 - 24 hours prior to the flight.
- e. Delivery Procedures: Contractor's booking system shall generate a final itinerary for confirmed flights. AED- South COR will verify once passenger travel is completed.

5.0 SURVEILLANCE

5.1 Surveillance of Contractor performance is the method used by the Government to determine whether the Contractor is effectively and efficiently complying with all terms and conditions of the contract. The following minimum surveillance methods will be used.

5.2 The Customer evaluation form will be used to validate customer satisfaction.

5.3 Customer Complaint. Customer complaints will be used as a basis for identifying noncompliance with performance objectives.

6.0 PERFORMANCE REVIEWS AND EVALUATIONS

6.1 The COR will conduct semi-annual performance reviews and annual evaluations with the Contractor based on information obtained through surveillance methods identified above.

6.2 The COR will note standard performance objectives deficiencies and all customer complaints documented during the specific period of time. The COR will thoroughly document all deficiencies, identify source of information, and reference the applicable PWS performance standard or contract requirement for which the deficiency applies.

6.3 The COR will generate performance reports using the customer evaluation report. This report will identify the level to which the performance standard for critical objectives was achieved based on cumulative total of all activity for the period of performance.

7.0 ANALYSIS OF PERFORMANCE REVIEW RESULTS. At the end of each performance evaluation period, the Contracting Officer will evaluate all surveillance data to determine those critical performance standards that do not meet the standards as stated in the PWS. The contracting officer will prepare a Contract Discrepancy Report (CDR) and issue it to the Contractor. The CDR will make reference to the performance objective and standard and state how the PWS was not met. The Contractor shall be required to respond to the contracting officer generated CDR within five (5) working days. The Contractor's response shall be in writing and explain why the performance deviated from the PWS, how the performance will be returned to acceptable levels, and how a recurrence of the problem will be prevented in the future. The contracting officer may issue, at time deemed necessary, a CDR for recurring failure to meet other contract performance objectives and requirements. The Contractor shall respond in accordance with requirements identified herein. A copy of the CDR will be provided to the contracting officer within five (5) working days after the end of the evaluation period.

8.0 DISCONTINUATION. This BPA allows for discontinuing its future applicability upon 30-days written notice by either party.

Authorized Callers: (To be updated as required by Contracting Officer).

AES Authorized caller

USACE-AES J-3 Air Movement Officer

9.0 ATTACHMENTS

- a. Bid Schedule
- b. USCENTCOM Memorandum

Bid Schedule: Cost Per Seat per Flight Leg

	Kanda- har	Bas- tion	Del- aram	Dwyer	Farah	Herat	Qalat	Qala- l- Naw	Shin- dand	Tarin Kot
Kanda- har										
Bastion										
Delaram										
Dwyer										
Farah										
Herat										
Qalat										
Qala-l- Naw										
Shin- dand										
Tarin Kot										
Bagram										
Kabul										

NOTE: Offerors shall indicate tariff (\$US) for each flight leg where they intend to provide at least weekly flight service without reliance in this BPA



UNITED STATES CENTRAL COMMAND
OFFICE OF THE CHIEF OF STAFF
7115 SOUTH BOUNDARY BOULEVARD
MACDILL AIR FORCE BASE, FLORIDA 33621-5101

31 March 2011

TO: UNITED STATES FORCES – IRAQ
UNITED STATES FORCES – AFGHANISTAN

SUBJECT: Approved Airfields/Carriers for Individually Ticketed Travel within the
USCENTCOM Area of Responsibility (AOR)

Ref: (a) Commercial and Contract Air Travel within USCENTCOM AOR by Individual
Ticketed Military and DOD Civilian Personnel, DTG 032058Z Jan 11

Supersedes: Approved Airfields/Carriers for Individually Ticketed Travel within the
USCENTCOM Area of Responsibility (AOR), 29 Jul 10

1. The use of foreign flag commercial carriers for individually ticketed travel that are registered in Category (CAT) I rated countries are approved and preferred IAW DODI 4500.53. CAT I carriers are identifiable IAW ref (a), but are not listed below. The following CAT II and unrated foreign flag carriers/airfields are also approved for individually ticketed travel IAW ref (a).

Afghanistan/Iraq

<i>USFOR-A Approved Carriers</i>	<i>USFOR-A Approved Airfields</i>
SAFI Airways*	Kabul International Airport (KAIA)
Kam Air *	Kabul International Airport (KAIA)
Gryphon Airlines	Kandahar Airfield, (KAF)
<i>USF-I Approved Carriers</i>	<i>USF-I Approved Airfields</i>
Gryphon Airlines	Baghdad IAP/Military Side, Sather AB

* SAFI Airways and Kam Air are authorized for a one year period from 31 Jan 11–31 Jan 12

2. The following have been approved for travel only by USF-I MoD and MoI personnel solely in the performance of their official duties when traveling with Iraqi citizens.

<i>USF-I Approved Carriers</i>	<i>USF-I Approved Airfields</i>
Gulf Air	Baghdad IAP
Iraqi Air	Baghdad IAP

3. My POCs for this action are Lt Col Christopher Omdal, DSN 312-651-4017
christopher.omdal@centcom.mil and Capt Christopher Harrison, DSN 312-651-4018
christopher.harrison@centcom.mil.

MICHAEL D. JONES
Major General, U.S. Army

Copy to:
USF-I CoS
USFOR-A CoS

QUESTIONS AND ANSWERS

RFQ NO. W5J9LE-11-T-0012

Q1. "It is estimated that between 10 and 50 AES passengers will require flights per week". Is the passenger numbers 10-50 per route/sector as indicated in the Bid Schedule or are they total combined on all the routes?

A1. TOTAL COMBINED ON ALL THE ROUTES.

Q2. From which base majority of the passengers will be travelling?

A2. THE MAJORITY OF TRIPS WILL EITHER ORIGINATE OR END AT KANDAHAR AIR BASE (KAF), AFGHANISTAN.

Q3. Is there any indication, based on past travel trends or otherwise, which routes exhibited in the Bid Schedule bear the highest numbers of passengers?

A3. THE MAJORITY OF TRIPS WILL EITHER ORIGINATE OR END AT KANDAHAR AIR BASE (KAF) WITH HERAT, KABUL AND BASTION THE MOST COMMON DESTINATIONS.

Q4. What is the weekly frequency of flights required from all the destinations in the Bid Schedule?

A4. THERE IS NO REQUIREMENT FOR OFFERORS TO PROVIDE FLIGHTS TO ALL DESTINATIONS IDENTIFIED IN THE BID SCHEDULE. OFFERORS SHOULD PROVIDE FRIM-FIXED PRICES FOR ONLY THOSE FLIGHT LEGS OFR WHICH FLIGHT SERVICE WILL BE PROVIDED AT LEAST ONCE A WEEK, WITHOUT RELIANCE ON THIS BPA.

Q5. Bid Schedule - Are the bases given in the vertical column 'Point of Origin' or 'Destination'?

A5. THE PRICE PROVIDED SHOULD APPLY TO EITHER DIRECTION

Q6. Proposal Schedule Notes 1) Period of Performance is for base year and 2 optional years. However the cover page states that it will be for 24 months. Please confirm.

A6. PERIOD OF PERFORMANCE IS TWENTY – FOUR (24) MONTHS.

Q7. Page 1 states questions due 10th and proposal 13th. Page 10 #4 proposals are due 3PM on 10th? Will this requirement get extended?

A7. YES. PROPOSALS ARE DUE **20 JUNE 2011, 5:00 PM LOCAL AFGHANISTAN TIME**. This is reflective in Amendment 0002 to this RFQ.

QUESTIONS AND ANSWERS

RFQ NO. W5J9LE-11-T-0012

Q8. Conflicts in regards to the period of performance. 24 months then on page 10 states one base year plus 2 option years.

A8. SEE RESPONSE TO Q&A NO. 6.

Q9. What does the estimated 10 - 50 AES passengers will require flights per week" mean? Are you requiring an aircraft that can carry up to 50 personnel? How many flights are estimated per week?

A9. SEE RESPONSE TO Q&A NO. 1 AND 4.

Q10. What is meant by "Minimum quantities" and "Maximum quantities" are on pages 10?

A10. REFERENCES TO "MINIMUM QUANTITIES AND MAXIMUM QUANTITIES IS HEREBY DELETED IN ITS ENTIRETY.

Q11. I do not see the referenced "CLIN SCHEDULE" as referenced as #2 on page 2.

A11. THERE IS NO CLIN SCHEDULE IN THE RFQ. REFERENCE TO "CLIN SCHEDULED" HAS BEEN DELETED IN ITS ENTIRETY.

Q12. Where will the aircraft need to be based?

A12. IT IS THE CONTRACTOR'S CHOICE AND RESPONSIBILITY AS TO WHERE THE AIRCRAFT WILL BE BASED.

Q13. Will ramp space be provided?

A13. NO

QUESTIONS AND ANSWERS

RFQ NO. W5J9LE-11-T-0012

Q14. Will this be awarded to more than one contractor?

A14. SEE REVISED PERFORMANCE WORK STATEMENT (PWS), SECTION 1.1.

Q15. Do you need to be CARB certified upon contract award?

A15. NO.

Q16. Are there any requirements to hire Afghans?

A16. THERE IS NO U.S.GOVERNMENT REQUIREMENT TO HIRE AFGHAN'S.

Q17. How will the quotation be graded (criteria) and the successful bidder be selected?

A17. SEE SECTION SF 1449 – CONTINUATION SHEET, PARAGRAPH 4 ENTITLED, EVALUATION.

Q18. When do you expect to award the RFQ and what is the estimated start date?

A18. THE GOVERNMENT ANTICIPATES TO ISSUE ONE OR MORE BLANKET PURCHASE AGREEMENTS (BPA'S) IN JULY 2011. ESTIMATED START DATE IS JULY 2011.

Q19. On page 9, there is a reference to "BPA Master Dollar Limit of \$1,000,000". Can you further explain the period for this limit? Is this an annual limit for the aircraft in total? If so, it will be nearly impossible to place an aircraft in Afghanistan for annual transportation services for less than \$1,000,000. Insurance alone is greater than 50% of this number.

A19. PLEASE NOTE THAT RFQ IS FOR PASSENGER SERVICE ON A PER PASSENGER BASIS. IT IS NOT FOR DEDICATED CHARTER SERVICE. PERIOD OF PERFORMANCE IS TWENTY-FOUR (24) MONTHS WITH UP TO \$1,000,000.00 ALLOWABLE TO BE EXPENDED OVER THE TWENTY-FOUR (24) MONTHS DURATION.

Q20. Is there a deadline on the past performance questionnaire's submittal by our references?

A20. YES. SEE RESPONSE TO Q&A NO. 7.

Q21. Page 10, not #1, states "Offeror shall submit prices on all items". We only see the "BID SCHEDULE" on page 11 and no other pricing CLIN items?

A21. OFFEROR'S SHALL PROPOSE FIRM-FIXED-PRICES PER THE ATTACHMENT, BID SCHEDULE ONLY.

QUESTIONS AND ANSWERS

RFQ NO. W5J9LE-11-T-0012

Q22. Will USACE provide a minimum usage of the aircraft or base level minimum revenue per year of the contract?

A22. NO.

Q23. Please define what number you require to be inserted on the "BID SCHEDULE", cost per seat per flight leg? Are you asking for the total price per leg since the passenger number is not defined or guaranteed as indicated in the footnote "Bidders are requested to indicate tariff (\$US) to be charged for flight legs where flight services will be provided.

A23. SEE RESPONSE TO Q&A's 4 and 19.

Q24. Is this work currently being performed under same or similar PWS? If so who is the incumbent and what type aircraft are they operating?

A24. YES. INCUBMENT IS AIRCRAFT CHARTER SOLUTIONS, INC., BPA NO. W917PM-09-A-0016. TYPE OF AIRCRAFT IS A BEECHCRAFT 1900.

Q25. Will successful bidder (contractor) charge individual passengers and be responsible for collecting from each passenger OR will the flight be invoiced under one sum amount to USACE? Section 3.1 and 3.2 on page 13 is not clear.

A25. THE CONTRACTOR WILL INVOICE THE GOVERNMENT MONTHLY. NO, THE INDIVIDUAL PASSENGER WILL NOT BE CHARGED FOR THE FLIGHT.

Q26. Do you have any estimate of the travel days or frequency? Will this operation be a 24/7 and 365 days per year or primarily set days and hours? This question relates to amount of staffing for proper crew rest if the operation will be a 24/7 requirement.

A26. SEE RESPONSE TO Q&A 4.

Q27. Section 8.0 on page 18 allows for a 30 day cancellation? Is the 30 day cancellation at any time or after a certain minimum flight hours/revenue have been achieved? This question relates to the cost of "standing up the operation" and then an immediate cancellation? If this scenario was encountered, would contractor be reimbursed for costs of location stand up?

A27. YES, A 30 DAY CANCELLATION IS AT ANY TIME. NO, CONTRACTOR WILL NOT BE REIMBURSED FOR COSTS OF LOCATION STAND UP.

QUESTIONS AND ANSWERS

RFQ NO. W5J9LE-11-T-0012

Q28. Do we need to complete and include pages 17-18 in the Quality Assurance Surveillance Plan with our bid proposal or shall we submit at time of award?

A28. NO.

Q29. Are there any aircraft or flight crew requirements relating to size, available number of seats, baggage space, weight capacity, certain pilot experience, pilot minimums, dual flight crew, aircraft range or aircraft speed?

A29. NO. USACE-AES WILL REQUEST A SEAT AND PAY FOR A SEAT. AS STATED IN THE PWS, THIS RFQ IS FOR AIR TRANSPORTATION PASSENGER SERVICE WITHIN AFGHANISTAN.

Q30. Will all aircraft operations (landing and takeoff) be on "improved" hard surface runways OR will there be regular unimproved runway conditions?

A30. YES, THERE IS BOTH IMPROVED AND UNIMPROVED RUNSWAY CONDITIONS WITHIN AFGHANISTAN.

Q31. What is the shortest runway length the contractor can expect to use during this contract?

A31. 4,829 FEET

Q32. Will there be a hazardous material transportation as defined by FAR's?

A32. NO.

Q33. Are there any expected ODC's or reimbursable costs for this contract?

A33. NO.

Q34. Page 1 states questions due 10th and proposal 13th. Page 10 #4 proposals are due 3PM on 10th???

A34. SEE RESPONSE TO Q&A NO. 7.

QUESTIONS AND ANSWERS

RFQ NO. W5J9LE-11-T-0012

Q35. Conflicts re the period of performance. 24 months then on page 10 states one base year plus 2 option years.

A35. SEE RESPONSE TO Q&A NO. 6.

Q36. Can you provide a table of the distances between cities on table page 11.

A36. NO, THE GOVERNMENT DOES NOT HAVE A TABLE OF THE DISTANCES BETWEEN CITIES.

Q37. What does the estimated 10 - 50 AES passengers will require flights per week" mean? Are you requiring an aircraft that can carry up to 50 personnel?

A37. SEE RESPONSE TO Q&A NO 1.

Q38. Where will the aircraft be based and will ramp space be provided?

A38. SEE RESPONSE TO Q&A NO. 12.

Q39. What is meant by "Minimum quantities" and "Maximum quantities" are on pages 10?

A40. SEE RESPONSE TO Q&A NO. 10.

QUESTIONS AND ANSWERS

RFQ NO. W5J9LE-11-T-0012

Q40. I do not see the referenced "CLIN SCHEDULE" as referenced as #2 on page 2.

A40. SEE RESPONSE TO Q&A NO. 11.



UNITED STATES CENTRAL COMMAND
OFFICE OF THE CHIEF OF STAFF
7115 SOUTH BOUNDARY BOULEVARD
MACDILL AIR FORCE BASE, FLORIDA 33621-5101

31 March 2011

TO: UNITED STATES FORCES - IRAQ
UNITED STATES FORCES - AFGHANISTAN

SUBJECT: Approved Airfields/Carriers for Individually Ticketed Travel within the
USCENTCOM Area of Responsibility (AOR)

Ref: (a) Commercial and Contract Air Travel within USCENTCOM AOR by Individual
Ticketed Military and DOD Civilian Personnel, DTG 032058Z Jan 11

Supersedes: Approved Airfields/Carriers for Individually Ticketed Travel within the
USCENTCOM Area of Responsibility (AOR), 29 Jul 10

1. The use of foreign flag commercial carriers for individually ticketed travel that are registered in Category (CAT) I rated countries are approved and preferred IAW DODI 4500.53. CAT I carriers are identifiable IAW ref (a), but are not listed below. The following CAT II and unrated foreign flag carriers/airfields are also approved for individually ticketed travel IAW ref (a).

Afghanistan/Iraq

<i>USFOR-A Approved Carriers</i>	<i>USFOR-A Approved Airfields</i>
SAFI Airways*	Kabul International Airport (KAIK)
Kam Air *	Kabul International Airport (KAIK)
Gryphon Airlines	Kandahar Airfield. (KAF)
<i>USF-I Approved Carriers</i>	<i>USF-I Approved Airfields</i>
Gryphon Airlines	Baghdad IAP/Military Side, Sather AB

* SAFI Airways and Kam Air are authorized for a one year period from 31 Jan 11-31 Jan 12

2. The following have been approved for travel only by USF-I MoD and MoI personnel solely in the performance of their official duties when traveling with Iraqi citizens.

<i>USF-I Approved Carriers</i>	<i>USF-I Approved Airfields</i>
Gulf Air	Baghdad IAP
Iraqi Air	Baghdad IAP

3. My POCs for this action are Lt Col Christopher Omdal, DSN 312-651-4017
christopher.omdal@centcom.mil and Capt Christopher Harrison, DSN 312-651-4018
christopher.harrison@centcom.mil.

MICHAEL D. JONES
Major General, U.S. Army

Copy to:
USF-I CoS
USFOR-A CoS